ADRIAN H. MULIER, Auctioneer.

ADRIAN H. MULIER, Auctioneer.

Situation of the August August A. Hith, 112th, 112th and the sterning of the August A. Hith, 112th, 112th and the sterning of the August A. Hith, 112th, 112th and the sterning of the August A. Hith, 112th, 112th and the sterning of the ster

Also, VALUABLE WATER RIGHTS,
At AUCTION, on TUESDAY, 18th May, instant at 12 o'clock, at the Merchants' Exchange,
by order of DANIEL T. HOAG, esq. Assignee
THE SALE WILL BE PEREMPTORY.
MAPS and full particulars at the office of the Auctions
55 Wall-st.

### Miscellancons.

ALL who want a second-hand SAFE are re Wilder, (layler, &c.; also, a large size Letter Safe. For No. 100 Maiden-lane.

POR SALE-SECOND-HAND LATHE DRILL, SHAFTING, &c., in good order. WORKSHOI to LET. Apply to THUMAS BENNETT, Agent, Harlen Raffroad Depot, corner White and Center-at.

NEW-YORK SMELTING COMPANY WORKS at STATEN ISLAND—For the reduction of W. H. McVICKAR, CRARLES JOHNSON, Metallurgist.

DAINTERS and DEALERS in PAINT BRUSHES, will find a superior quality of PAINT a SASH BRUSHES, &c., at the Brush Factory, No. 329 Pearls Harpers' Buildings. JOHN K. HOPPEL

SEWING-MACHINES to LET-All kinds of EWING-MACHINES OF the Second for the Second band Machines bought at the NEW-YORK SEWING-MA-CHINE EMPORIUM, 456 Broadway, cer. Broome-st., 2d floor

#### Ocean Steamers, &c.

U. S. MAIL LINE to CALIFORNIA.-B

S. MAIL LINE to CALIFORNIA.—By steamers of the ATLANTIC AND PACIFIC STEAM-SHIP COMPANY from New York to Aspinwall. By Railroad of the Panama Railroad Company from Aspinwall to Panama.

And by steamships of the Pacific Mail Steamship Company from Panama to San Francisco.

AT 12 O'CLOCK, NOON, PRECISELY.

The steamship NORTH STAR will leave New York, Monday, May 21st, and the ARIEL. with freight and steerage passengers and freight, as usual, June 5.

Uncurrent money not received.

First cabin passage, \$200; second cabin, \$150; steerage, \$100.

For further information, apply at the only office.

No. 177 West-st., foot of Warren-st.

N. B.—All persons are forbid trusting any one on account of

N. B.—All persons are forbid trusting any one on ac

A TLANTIC ROYAL MAIL STEAM NAVI A TLANTIC ROYAL MAIL STEAM NAVILINE.—The next departure from New York will be the splendid
and powerful steamship BRAZIL. Capt. Campbell, which
will heave on THURSDAY. May 24, 1869, touching at St. John's,
N. F., to receive the Royal Mails.

PRICES OF PARSACH.—First class, \$90 and \$75; third, \$30,
including free tickels to many of the principal cities on the main
sallway routes of Great Britain and Ireland. Third class must
provide plate, knife, fork. &c., and bedding. Passengers to St.
John's, first class, \$35. Passage in the third class can be secured
to hring persons out from Galway for \$32.95; from Dublin, \$35;
from Cork. \$35; from Belfast, \$37; from Londonderry, \$37.50;
from Waterford, \$37; from Linerick. \$35; from London, \$45;
from Liverpool, \$40; and from Glasgow. \$40.

For freight or passage apply only to
ALEX. HOLLAND & Co.,

Agents for the Line, No. 64 Broadway.

THE NORTH GERMAN LLOYD'S STEAM-NEW-YORK, H. J. Von Santen, Comnited States Mail, vill positively sail on SATURDAY, May 12, at 12 o'clock m.,

BREMEN, VIA SOUTHAMPTON, Taking passengers for
LONDON, HAVRE, SOUTHAMPTON, AND BREMEN,
First Cabin, \$100: Second Cabin, \$20: Steerage, \$25.
For Freight or passage, apply to
GELPCKE, KEUTGEN & REIGHELT,
ORLANDON, AND Broaders,

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.
FROW NEW-TORK TO LIVERPOOL.
Chief Cabin Passage. \$130
Second Cabin Passage. \$110
Second Cabin Passage. \$110
Second Cabin Passage. \$60

PERSIA Capt. Judkins.

ARABLA. Capt. J. Stone.

ARABLA. Capt. E. G. Lott.

AFRICA. Capt. Shannon.

EUROPA. Capt. J. Leitch.

SCOTIA (now building).

These vessels carry a clear white light at mast-head; green on starbeard bow; red on port bow.

AMERICA. Shannon. leaves Rows. Wednesday, May 2 AFRICA. Shannon. leaves Row-York. Wednesday, May 16 ASIA. Lott. leaves Row-York. Wednesday, May 16 ASIA. Lott. leaves Row-York. Wednesday, May 30 PERSIA. Judkins. leaves Beston. Wednesday, May 30 PERSIA. Judkins. leaves New-York. Wednesday, June 12 AFRICA. Shannon. leaves New-York. Wednesday, June 20 Berths not secured until paid for.

An experienced Surgeon on bourd.

The owners of these ships will not be accountable for Geld, Silver, Builion, Specie, Jewelry, Precious Stones or Metals, unless bills of lading are signed therefor, and the value thereof therein expressed. For freight or passage, apply to E. CUNARID, No. 4 Bowling-green.

STEAM.-NEW-YORK, SOUTHAMPTON, and The Vanderbille European Line United States Mail Steamships sail between New-Lork, Southampton, and Havre:

FROM NEW-TORK FOR SOUTHAMPIRON AND HAVEE.

HALINOIS, Griffin. Saturday, May 19 Wednesday, June 6
VANDERB'T, Lefevire. Saturday, June 80 Wednesday, July 4
LILINOIS. Sturday, June 80 Wednesday, July 18

LLINOIS. Saturday, June 20 Wednesday, July 18
VANDERBILT Saturday, July 21 Wednesday, Aug. 15
LLINOIS. Saturday, Aug. 11 Wednesday, Aug. 29
VANDERBILT Saturday, Sept. 21 Wednesday, Aug. 29
VANDERBILT Saturday, Sept. 21 Wednesday, Aug. 29
VANDERBILT Saturday, Sept. 25
These ships have water-light compartments.

Print Cabin, \$120 and \$100. Second Cabin, \$60.

Certificates of Passage issued from Europe to America.

Specie delivered in London and Paris.

D. TORRANCE, Agent, No. 5 Bowling green, New-York.

A. N. CHRYSTIE, Agent, No. 27 Rue Richellen, Paris.

OAKFORD & Co., Agents, No. 67 Gracechurch-st., Loudon. VANDERBILT...

WEEKLY COMMUNICATION by STEAM between NEW-YORK and LIVERPOOL, calling at Gueenstrown, Ireland, to land and emberk passengers and dispatches—carrying the United States small.

The Liverpool, New-York, and Philadelphia Steamship Company's splendid Clyde-built from Screw Steamships are intended to sail as follows:

The Liverpool, New York and Thindships are intended to sail as follows:

PROW NEW YORK FOR LIVERPOOL.

CITY OF MANCHESTER. SATTRDAY, May 12.

CITY OF WASHINGTON. SATTRDAY, May 18.

KANGAROO. SATTRDAY, May 19.

KANGAROO. SATTRDAY, May 26.

And every Saturday throughout the year from Pier No. 44 N. R.

EXTER OF FASAGE.

Cabin—To Queenstown or Liverpool. 90

Steerage—To Queenstown or Liverpool. 30

Steerage—To London. 32

Steerage—To London. 32

Steerage—To London. 36

Steerage—To Lon

Possequers forwarded to Havre, Paris, Hamburg, Bremen, and Antwerp, at through rates.

Passengers forwarded to havie, I am, annuary, at through rates.

Certificates of Passage issued from Liverpool to New-York.. \$49.

Certificates of Passage issued from Queenstown to New-York.. 30

For Freight or Passage, apply at the office of the Company.

These Steamers have superior accommodations for Passages, are constructed with water tight compartments, and carry ex-Med Surgeons.

JOHN G. DALE. No. 15 Broadway, New-York, Agest.
In Liverpool, to WM. INMAN, Tower Buildings.
In Glasgow, to WM. INMAN, No. 13 Dixon-st.

SOUTHAMPTON and HAVRE.—The NORTH ATLANTIC STEAMSHIP COMPANY will dispatch for the above ports their splendid steamship ADRIATIC. Capt. J. J. Counstock, carrying the United States Mails, on the following days, from Canal-st. Wharf:

Asys, from Canal-st. Wharf:

LEAVE NEW-YORE:
SATURDAY, April 14.

SATURDAY, June 2.

SATURDAY, June 2.

SATURDAY, July 14.

SATURDAY, July 14.

SATURDAY, Oct. 5.

SATURDAY, July 31.

TUESDAY, July 31.

TUESDAY, Oct. 23.

SATURDAY, Oct. 23.

SATURDAY, Oct. 23.

SATURDAY, Oct. 24.

SATURDAY, Oct. 25.

SATURDAY, July 31.

TUESDAY, July 31.

TUESDAY, July 31.

SATURDAY, Oct. 23.

SATURDAY, Oct. 23.

SATURDAY, July 31.

TUESDAY, July 31.

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TUESDAY, July 31.

TUESDAY, July 31.

SATURDAY, Oct. 23.

TUESDAY, July 31.

SATURDAY, Oct. 23.

TUESDAY, July 31.

TUESD LEAVE HAVER:
TUESDAY, May 3.
TUESDAY, June 19.
TUESDAY, July 31.
TUESDAY, Sept 11.
TUESDAY, Oct. 23.

Agents at Havre-Mesars. Whitlook & Ponnett.
Agent at Paris-James W. Tucker, esq., No. 13 Faubour
Montroatte.

FOR SAVANNAH

FOR SAVANNAH

AND OTHER POINTS AS BELOW.

The first-class side-wheel stemnship

AUGUSTA.

Capt. M. S. Woodhull, will leave on SATURDAY, May 12, at 4

p. m., from Pier No. 4 North River. Through tickets can be had

for the following prices: New-Orleans, #49 75; Mobile, #35,

Montgomery, #25; Columbus, #21; Albany, #25, Aljanta,

#21; Chattaneoga, #26; Nashville, #27 50; Enoxyille, #25 50;

Momphis, #31, 55; Augusta, #17 50; Macon, #20; Savannah,

#15. For freight or passage, apply to No 15 Eroadway.

SAMUEL L. MITCHELL & SON.

FOR SAVANNAH and the SOUTH.—The steamhip MONTGOMERY, W.c. C. Berry, Commander, will leave Pier No. 12, N. R., on THURBDAY, May 17, at 4 p. m. Passage to Savannah, with unsurpassed accommodations, \$15. Through tickets sold to New-Orleans, \$39.75; Mobile, \$25. Montgomery, \$25. Mo Freight 10 cents per foot. Apply to
H. B. CROMWELL & Co., No. 36 West-st.

## Steamboats and Hailroads.

NEW-YORK AND HARLEM RAILROAD.

NEW-YORK AND HARLEM RAHLROAD.

On and after MONDAY, April 39, 1800, Trains will leave State at Station, New-York, as follows: For Williamshridge, 8:30 a.m., I and 8:30 p.m. For White Plains, 11 a.m. 2:30 and 5 p.m. For White Plains, 6:15 p.m. from White-at Depot. For Bover Pickos, 4 p.m. from 26th at Depot. For Albary, 9 a.m. Mail, connocing with the New-York Central Bailroad. Returning will leave Williamshridge at 5:40 and 9:30 a.m., and 3:40 p.m. White Plains, 5 and 7:30 a.m., 12:45 and 4:50 p.m. Dover Pickos, 6 a.m. Albany, 11 a.m., Mail.

JOHN BURCHILL, Assistant Superintendent.

TO THE REPUBLICAN NATIONAL CON-VENTION.—CHANGE OF SPECIAL TRAIN.—The NEW-YORK AND ERIE RAILROAD will dispetch a SPECIAL TRAIN for Delegates to the Republican National Convention, leaving Depot foot of Duane-st., New-York, SUNDAY EVENING, 12th inst., at 3 p. m., reaching Chicago Monday evening at 9 p. m. The Some of New-York residing in Chicago will give a grand reception to Delegate by this train. Regular through Express Trains for Chicago leave New-York at 7 and 9 a. m., and 5 p. m. every day except Sunday. EXCURSION TICKET'S from New-York at Chicago and return for \$43, or from Dunkirk to Chicago and return for \$43, or from Dunkirk to Chicago and return for \$43 except Sunday. Supposed from May 9 to June 1, or two days after adjournment, may be procurred at Depot. foot Duane-st. No. 193 or 241 Broadway, or at Depot, Jersey City. CHAS. MINOT, Gen. Supt.

TARE \$15 for the REPUBLICAN NATIONAL CONVENTION, at CHICAGO, May 15, 1860.

Excursion Tickets to the Chicago Convention from Buffalo to Chicago, and return, can be purchased at the Depot of the Lake Shore Ballead, Buffalo, for \$15 the round trip.

The Tickets will be good from the 10th to the 16th inst., Westward, and from Chicago, Eastward, to the 25th inst.

Excursion Tickets from Buffalo or Dunkix can also be procured at the office of the Lake Shore and Michigan Southern Railroad Company, No. 183 Broadway, corner of Dev-st., New York.

For further information please call at the office, No. 193 Broadway.

FOR NEW-HAVEN, by steamer ELM CITY,

FOR GLEN COVE, Roslyn, Bayles Dock, Great Neck, Sand's Point, Mott's Dock, and Glen Wood. Steame LONG ISLAND, every afternoon at 3\(\frac{1}{2}\), from James-slip., E. R. CHICAGO CONVENTION.—Excursion Tick of a streduced rates, will be sold, via NEW-YORK CENets, at reduced rates, will be sold, via NEW-YORK CEN-TRAL and HUDSON RIVER RAILROADS. For sale at the Ticket offices and Depots, No. 68 Warren et and 31st et. New-York, May 8, 1860.

DAY bont for Albany and intermediate landings.

Steamer ARMENIA. Capt. Smith. leaves the foot of Harrison-st., every Monday, Wednesday, and Friday, at 7 a. m.

A FTERNOON BOAT for NEWBURGH and A INTERMEDIATE LANDINGS-Steamer METAMORA, at 4 p. m. (Sundays excepted), from Pier foot of Jay-st, N. R. For particulars see bills.

FOR BRIDGEPORT-Fare 50 cts.-The fast FOR NEWBURGH, POUGHKEEPSIE, and RONDOUT -Steamer THOMAS POWELL will leave foot of Jay-st. EVERY AFTERNOON at 34 o'clock.

FOR SAG HARBOR, ORIENT, and GREEN-PORT.—The steamer MASSACHUSETTS, Capt. W. S. Havens, leaves Pier No. 32, James-slip, East River, TUESDAY, THURSDAY, and SATURDAY AFTERNOONS, at 6 o'clock.

NORTHERN RAILROAD of N. J.-Leaves fool of Courtlandt-st., Jersey City Ferry, daily (Sundays excepted), 5 a. m. and 4 and 6 p. m., for Piermont and Sufferns 2 a. m. for Piermont. Leave Sufferns at 6:50 a. m. and 7 p. m., and Piermont 6:15 and 7:40 a. m., and 3:40 and 3:15 p. m. Stages connect for Hackensack, Nyack, New-City, and Haverstraw.

NEW-YORK and ERIE RAILROAD.—Trains DUNKIRK EXPRESS at 7 a. m., for Dunkirk, Buffalo, Canandaigus, and principal Stations.

MAIL at 9 a. m., for Dunkirk and intermediate Stations.

WAY at 4 p. m., for Middletown, Newburgh, and intermediat

Stations.

NIGHT EXPRESS. daily, at 5 p. m., for Dunkirk, Buffalo,
Canandaigus, and principal Stations. The train of Saturday runs
only to Fimira. CHAS. MINOT.
NATH: MARSH, Receiver. General Supt.

#### Brofessional Notices.

O. H. PLATT, ATTORNEY AT LAW, No. 47
YORK, OHIO, IOWA, CONNECTICUT, and the other States.
As a Mercantile Agency for the Eastern and Southern States,
As a Mercantile Agency for the Eastern and Southern States,
particular strention will be given to the prompt collection of all
cleims intrusted to his care in this State, and Southern Illinois,
and by responsible correspondents at all points along the Mississippi and Missouri rivers, above Cinchuntt.
REPERENCES: HON. Erastus Coming, Albany; James Horner,
merchant; Messis, Martin & Smiths, Win. Kent, E. H. Kimball,
Whiting & Clark, W. E. Noyes, Win. M. Evarts, Attorneys and
Courselors, New-York; Jas. Horner and Daniel M. Wilson, esq.,
merchants; and Hornee Greeley, esq., New-York City.

CIDECUS on the EVE.

SPECKS on the EYE-inflamed and sore O cured; cross eyes made straight; tumors from the eye and ear removed; cataract and amanosis cured and operated for; hearing restored; running of the ear cured, by Dr. JONES, No. 187 4th av., N. Y.

#### Water-Cure.

DEEKSKILL HYGEOPATHIC INSTITUTE, Here is a pleasant retreat for invalids, and a convent for New-Yorkers to spend the Summer months. No the Hudson is more salubrious and healthy than Peeksk rooms, with board and medical treatment, can be had a rooms, with board and medical treatment, can be had at this Institute for \$7 per week; board without treatment, from \$5 to \$7 per week. Carriages await at the Depot and Landing the arrival of the trains and boats, to convey passengers to any point desired. For particulars, address.

D. A. GORTON, M. D.

SARATOGA WATER-CURE—Open through the year, but is now fully prepared for Summer Patients and boarders. Adddress N. BEBORTHA, M. D., Saratoga Springs.

## Medical.

In this paper we present to the public unimpeachable to mony establishing the facts that RADWAY'S READY RE-LIEF, REGULATING PILLS and RENOVATING RESOL-VENT, are not only positive curatives of the sick afflicted with disease, but that they have in many cases proved to be infallfille, and have restored the dying patient to robust health after all other means of medication falled.

means of negication lailed.

THREENTH WITNESS.

TYPHOID FEVER-CHILLS AND FEVER-PALPITA-TION OF THE HEART.—PRUDENCE BAILEY, Rushville, Ind., testilies:

'I have coved some very bad cases of typhoid fever and chills' and fever with Radway's Regulating Pills and Ready Relief. A and fever with Radway's Regolating Phis and read severe pains single application of the Rendy Relief has relieved severe pains in the head, heart, and stomach. A few drops of the Ready Relief will stop the palpitation of the heart in a few minutes. I have had the phthibis for these last ten years; have consulted several physicians; none of them could relieve me. Radway's Ready Relief, Regulating Pills, and Renovating Resolvent always afford me relief from this distressing complaint. They are Ready Relief, Regolating Pills, and Renovating Resolvent always afford me relief from this distressing complaint. They are specifily working a cure."

R. R. Relief 25c., 56c., and \$1 per bottle.

Regulating Pills, 25c. per box.

Resolvent, \$1 per bottle.

RADWAY & Co., No. 23 John-st., N. Y.

Sold by E. S. HUTCHINGS, No. 22 Exchange-place, Jersey City, N. J. Sold by all Drugglats everywhere.

OAK ORCHARD ACID SPRINGS.-These O Springs are situated in the valley of the Oak Orchard Creek, in the town of Alabama, Genesee County, N. Y., eight miles south of the village of Medina, on the Eric Canal, and fourteen miles from Batavia.

Springs are situated in the valley of the Oak Orchard Creek, in the town of Alabama, Genesee County, N. Y., eight miles south of the village of Medina, on the Eric Canal, and fourteen miles from Batavia.

The principal Acid Springs are three in number; beside these there are six others. They are all located within a circuit of about fifty reds. The medicinal qualities of the waters are fully shown in the subjoined testimonials. They contain a very large amount of Sulphur, Sulphurfe Acid, Sulphate of Line, and Proto-Sulphate of Iron. The great medicinal virtues possessed by the waters depend very largely upon the presence, in such musual quantities, of these curative substances.

Hundreds of cases of disease, especially those resulting from the scrofulous distlesis, have been cured by their use.

In skin diseases—even in confirmed Leprosy—the waters have been signally successful.

Opinions of medical and scientific gentlemen are given in the circulars. The following endicent gentlemen speak in strong terms of the medicinal value of these waters: Prof. Emmons, T. Romeys Buck, M. D., of Albany, Jax McNaughton, M. D., of Albany, Edward Spring, M. D., of New-York, Dr. R. Campbell of Pittsfield, Mass.; Dr. J. S. Shuler of Lockport, N. Y. They recommend the waters confidently. Dr. Spring refers to a case of Chronic Diarrhea of several years' standing, which was cured by the use of the water. Dr. Beck says: "I am satisfied that these waters are highly veltable as medicinal sgents." Dr. Campbell says: "They must be highly beneficial for all chronic diseases of the stomach and bowels."

Dr. S. P. White read a paper on the subject of these Waters before the Academy of Physicians, in the City of New-York, in which he states that the Waters possess decidedly tonic, refrigerant, and astringent properties: and that the class of diseases to which they are more particularly safety as configurative sweats of Hectic Fever. The Water may also be often used whin advantage, he says, in cases of low Typhold Fevers; in convalencence f

## Legal Notices.

IN PURSUANCE of an order of the Surrogate IN PURSUANCE of an order of the Surrogate of the County of New York, notice is hereby given to all persons having chines against ELIZABETH DARKE, late of the City of New York, widow, deceased, to present the same, with you do not the first of New York, widow, deceased, to present the same, with you do not have the same, with you have the city of New York, on or before the tenth day of August next.—Dated New-York, the given day of February, 1800.

WILLIAM HOLMES, Executors.

IN PURSUANCE of an order of the Surrogate of the County of New York, notice is hereby given to all persons baving claims against JOHN DEMARISST, late of the City of New York, weigher, deceased, to present the same, with the vonchers thereof, to the subscribers, at the office of HENRY C. WRIGHT, Counselor at Law, No. 228 Broadway, New York City, on or before the first day of October next.—Dated New York, March 80, 1860.

RODERICK F. CLOW, Administrator.

mb30 lew6moF\*

ANNA DEMAREST,

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against MARTIN UNGRICH. late of the city of New-York, baker, deceased, to present the same with your orders thereof, to the subscribers, at the office of CHARLES. H. GLOVER, eaq., No. 43 Wallest, in the City of New-York, the 28th day of March, ilico.

The March, ilico.

N PURSUANCE of an order of the Surrogate of the County of New-York notice is hereby given to all persons having claims against GERTRUDE LEGGETT, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at the office of CHARLES A. MAY, at No. 111 Nasson-t, in the City of New-York, on or before the tenth day of May next—Dated New-York, No. 9, 1959, nll law@mFri JOHN H. LEGGETT, Administrator.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against J. HENRY SPERRY, late of the City of New-York, merchant deceased to present the same, with vouchers thereof, to the subscriber, at his store. No. 487 Broadway, in the City of New York, on or before the twentieth day of September next—Dated New-York, the 12th day of March, 1860.

m16 law6mF TIMOTHY S. SPERRY, Executor.

SUPREME COURT-Orange County. SUPREME COURT—Orange County.—
SAMUEL 8. WYCKOFF and GEORGE CLARK against WILLIAM H. CLARK.—Summons for a money demand on contract.—To the defendant: You are hereby summoned and required to answer the complaint in this action, of which a copy is herewith served upon you, and to serve a copy of your answer to the said complaint on the subscriber at his office, in Peekskill, in the County of Westchester, within twenty days after the service of hereof, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiffs in this action will take judgment against you for the sum of two thousand five hundred and seventy-three 68-100 dollars, with interest on \$3,061 87, from the 2d day of December, 1859, to Sy 23, 1859, and on \$2,061 87, from May 23, 1859, to December 1, 1859, and on \$2,461 87, from December 1, 1859, and on \$11 21, 1859, and on \$2,461 87, from December 1, 1859, and on \$11 21, from April 1, 1869.

DAVID W. TRAVIS, Plaintiff's Attorney,
Peckskill, N. Y.

The complaint in this action was duly filed in the office of the Clerk of the County of Orange, New York, at Gosben, April 13, 1860.—Dated April 14, 1860.

DAVID W. TRAVIS, Plaintiff's Attorney.

Plaintiff's Attorney.

THE PEOPLE OF THE STATE OF NEW-THE PEOPLE OF THE STATE OF NEW-YORK—By the Grace of God Free and Independent.—To the heirs, devisees, next of kin, and all persons interested in the estate of JOSIAH B. SCOVELL, late of the town of Cambria, in the County of Niagara, deceased, greeting: You are hereby cited and required to appear before our Surrogate of our County of Niagara, in our Surrogate Court, on the eleventh day of June, 1860, at ten o'clock in the forenoon of that day, at the Surrogate's Office, in Lockport, then and there to attend the Final Settlement of the accounts of OLIVER P. SCOVELL and THOMAS SCOVELL, Executors of the last will and testament of said deceased. In testimony whereof, We have caused the seal of office of our said Surrogate to be hereunto affixed.

[L. S.] Witness, GEORGE W. BOWEN, Surrogate of the said County, at Lockport, the 7th day of May, in the year of our Lord one thousand eight hundred and sixty.

Mayl1 lawiwF

G. W. BOWEN, Surrogate.

# New-Hork Daily Tribune.

MARINE AFFAIRS.

The steam propeller Victoria made a trial trip down the bay yesterday, and the strong wind which amounted almost to a gale afforded an excellent opportunity to test her seaworthiness. The Victoria was built about three years since for the Newfoundland Telegraph Company, and did service as a tender on the occasion of the laying of the telegraph cable. Since that event, she has been laid up until recently, when she was purchased by Mr. Aaron A. Degraw of this city, who is also having a mate to her constructed at Baltimore, for the purpose of establishing an inde-pendent steamship line between New-York and Havana, for the transportation of mails, passengers and freight.
The Victoria is 115 feet in length, 22 feet beam, 111

feet depth of hold, and about 256 tuns measurement. Since she was purchased by Mr. Degraw, he has placed in her one of R. F. Loper's low-pressure engines of 120 horse power, carrying 25 lb of steam, and capable of making 48 revolutions per minute. The boiler is 22 feet in length, with 6 feet face, and consumes should be supposed by the strength of somes about 4½ tuns of coal in twenty-four hours. He has also had her fitted for the accommodation of twenty cabin, and ten steerage passengers. In addition to the engine-propelling power, the Victoria has three masts, with 1,950 yards of catvas. The ship with a number of invited guests, left Ford's Dock, Brooklyn, yester-day, forenon, at a quarter before 9 o'clock, against a

of invited guests, left your stock. Blooking, vessel day forenoon, at a quarter before 9 o'clock, against a heavy easterly wind and a three-knot tide, against which she made excellent headway.

After passing the Narrows, the weather was very rough, and some of the guests began to show unmistakable signs of a bilious attack, which finally appeared to become contagious. After passing the steam fright.

East River, whence she is to sail for Hayana on he first trip on Saturday, the 19th inst. The vessel averaged about nine knots an hour, and, considering the strong wind on the outward trip, all concerned were well satisfied with her performance.

PROPELLER HORNET DESTROYED BY FIRE.

PROPELLER HORNET DESTROYED BY FIRE.

On Wednesday morning last, about 6 o'clock, the propeller Hornet, owned by persons in this city, was destroyed by fire near Peekskill. How the fire originated is unknown, but so rapid was the progress of the flames that the crew narrowly escaped with their lives. She left this city the previous evening with two barges and a pile driver in tow, bound for Roa Hook, near Peekskill, when she accidentally caught fire, and burned down to the water's edge. The barges and pile driver were cast from her when she drifted in towards the shore, but before reaching it she filled and sunk. The Hornet was partially insured. LOSS OF THE SHIP ROGER STEWART-SIXTEEN PER-

SONS DROWNED. The ship Roger Stewart, of Brunswick, from Mobile

for Liverpool, foundered at sea on the 30th ult. The mate was picked up by the brig Rockingham on the following day. The following is the Rockingham's report of the disaster:

' May 1, lat, 36 10 N., lon, 72 03 W., at 1:30 n. m. saw a bale of cotton floating on the water, and a few minutes afterward discovered a man on a small piece minutes afterward discovered a man on a small piece of wreck making signals to us. Hove to and picked him up. He proved to be Mr. Wm. Coneway, chief mate of the ship Roger Stewart of Brunswick, from Mobile bound for Liverpool, she having foundered the day previous in an easterly gale. Mr. Coneway had been twenty-four hours in the water. Tacked ship and stood to the southward in the hopes of finding some more of the crew. Saw several bales of cotton, but no more men. Spoke the bark Western Sca, of and from Boston, bound to Wilmington, N. C.; she had picked up the cook and five them. Mr. Coneway says that he saw another bark in the morning heave-to to windward of him, and thinks it probable that she has picked up some men. The Western Sca had lost her ibboom and foretopgallant mast.

[By Telegraph.]

[By Telegraph.] WILMINGTON, N. C., Thursday, May 10, 1860. Six of the crew (four black and two white) of the ship Robert Stewart, from Mobile for Liverpool, were taken from a raft in lat. 34 10, long. 71 45, on the Is inst, by the bark Western Sea, and brought to this port.

One other, supposed to be the mate, was picked up by another vessel. It is thought sixteen were drowned. The ship sunk April 30. She had a cargo of 3,100 bales cotton.

LAUNCH OF A STEAMBOAT.

About 2 o'clock yesterday afternoon the launch of the new steamboat "Uno" took place at the yard of Messrs, Webb & Bell, Greenpoint, in the presence of a large number of spectators. The following are her dimensions: 120 feet long, 22 feet beam, and six feet depth of hold. She was built for the Harlem and Spuyten Duyvel Navigation Company, to run on the river between Harlem and High Bridge. The engine 30 inch cylinder and seven feet piston stroke, and is from the foundary of Murphy & Co., New-York. HOS SHIPS,

Robert B, Forbes made the following remarks before the Boston Board of Trade last Monday in regard to the relative cost of building iron ships in the United States and in England:

States and in England:

"While in England, recently, my attention was called to the subject of iron ships. The loss of the Royal Charter and the Hungarian, with so many lives, created much discussion as to the strength of wooden and iron ships. It is generally conceded in England and Scotland that the present mode of construction by some of the iron shipbuilders is defective, by reason of April, 1859 and 1860:

poor iron, and in others by reason of improper mode

of putting the iron together.

"I would add that, in submitting the plan and specifications for the brig Nankin, built here of iron, to practical iron shipbuilders at Cork, on the Clyde, and in London and Liverpool, I became fully satisfied that she cost less in Boston than she could have been sent to sea for from either of those places; and that the superiority of our iron, the superior activity of our mechanics, and the low rate at which we can get iron in this country, will, before long, enable us to compete successfully with the best mechanics of Great Britain

successfully with the best mechanics of Great Britain in building iron ships.

"I will say nothing as to the superior intelligence of our mechanics, or of our ironworkers in particular, because many of them came directly from Great Britain; but I think I may say that they do wake up, and do work more willingly and itelligently under our sunny skies than amid the fogs and coal dust of Glasgow, London, and Liverpool; I am, therefore, well convinced that with dearer iron, larger wages, and less vinced that with dearer iron, larger wages, and less experience, we can turn out iron ships cheaper and etter than on the other side of the Atlantic.'

### COMMERCIAL MATTERS.

Sales at the Stock Exchange-May 10. 5,000 Urited States 6s '68', 1084 100 Mechanics' Bank 120 1,000 Indiana State 5s. 90 5 Del, & Hud. Canal Co. 99 500 Virginia State 6s. 925 2 do. 99 12,000 Missouri State 6s. 83 10 Penn. Coal Co. 84 5,000 California State 7s. 99 25 Eric Railroad 25 Eric Railroad 20 2,000 Obio State 6s '60 ... 1014 100 Reading Railroad ... b10 43 1000 Reading Railroad ... b10 43 ...b10 30 

do..... 

The stock market o-day has been excited, and the transactions have been larger than for some time past. The upward movement is very strong, especially in some of the Western shares, upon which the traffic shows an improving appearance. The majority of the Board are now interested for the rise, and the resistance of the bear jobbers is without serious influence. The outside orders are increasing, and the new upward speculation appears to possess elements of strength which cannot be neutralized by any arguments advanced by the bears.

rough, and some of the guests began to show unustakable signs of a bilious attack, which finally appeared to become contagious. After passing the seam frigute Roaneke, which contains the distinguished visitors from Japan, the vessel passed outside of Sandy Hook, and then rounding too, headed for home. The foresaid anneed along over the waves before a "aparkling" breeze, at a "fourteen-knot speed." All hands were then "piped" to dinner, but some of the guests failed to respond to the call, while others, with a martyr-like appearance, took a seat at the bountifully supplied board, but long ere the desert, and after part of the entertainment, mysteriously vanished, while those of more robust stomach enjoyed a bountiful meal. At the close, there were speeches and toasts by Mr. Charles Lever, Mr. Degraw, Capt. Cudworth, and others.

Resolutions complimentary to Mr. Degraw, the owner; the Captain, J. H. Budworth; the Pilot; Joshua Johnson, and Engineer, Charles O. Skidmore, were presented by Mr. Lever, and adopted.

On arriving at the city, the Victoria took a turn up the North River, and thence around to Pier No. 13, East River, whence she is to sail for Havana on her for the first time. Seateder the 19th interactions in Central were large, adding up nearly 7,000 shares at the morning board, and notwithstanding the demonstrations of the bears.

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The statusactions in Central were large, adding up nearly 7,000 shares at the morning board, and first week of the present month. Rock Island and Toledo were very strong and active under the prospect of a large Spring business. Rock Island touched 701 bid, and Toledo 311. At the Second Board there was an unusually large amount of transactions, and the market was very strong. Illinois Central took a start, and sold up to 624. The issues of the Southern Michigan road were very firm at 25 and 13. Erie was in large demand, and sold at 201, on English orders to buy. Harlem was very strong. The Preferred was in demand at 39, and the old shares at 13. The affairs of this Company are on a very healthy basis, and the business steadily increasing. At the close, after the regular session, the feeling was one of great buoyancy, and, without large transactions, full prices were bid. There was a better demand to day for Railroad Bonds, and quotations were well sustanted. State Stocks were firmer, with a fair demand. The latest quotations were: Virginia 6s, 911@ 924; Missouri 6s, 834 @832; Canton Co., 212 @214; Cumberland Coal Co., 141 7 141; Pacific Mail Con pany, 1067 2 107; New-York Central Railroad Company, 80‡ #81; Erie Railroad Co., 20‡ #20‡; Hudson River Railroad Co., 42‡ #42‡; Harlem Railroad Co., 121 @ 13; Harlem Preferred, 38; @ 39; Reading Railroad Co., 434 @ 432; Michigan Central Railroad Co., 494 @ 491; Michigan Southern and Northern Indiana Railroad Co., 13 a 131; do. Guaranteed, 251 a 251; Panama Railread Co., 146@1461; Illinois Central Railroad Co., 621 @ 624; Galena and Chicago Railroad Co., 661 #67; Cleveland and Toledo Railroad Co., 311 #317; Chicago and Rock Island Railroad Co., 704 w703; Illinois Central Bonds, 90 # 901.

There is a moderate business doing in foreign bills for the Saturday steamers, at 109 # 109 for Sterling, and 5.161 a 5.121 for Francs.

Freights-To Liverpool: 40,000 bush. Wheat and Corn, at 61d. in ships' bags for Corn, and 7d. for Wheat, mostly the former; 50 boxes Bacon, at 20s.; 900 bbls. Rosin, at 2s., and 90 bales Cotton, at 5-32d. To Glasgow, shipments of Grain have been made, but the particulars are kept quiet. Ship Eliza Jane, from St. John's to Liverpool, with Deals, at 76s. 3d. A Liverpool packet of 1,000 tuns, same voyage, at 75s. A brig of 300 tuns, to Porto Rico and back, at 38c, for Sugar, and \$3 for Molasses. A vessel to load at Elizabethport, with Coal, for Boston, at \$1 15 P tun. The following is the business of the Sub-Treasury

Receipts, \$135,134 10-for Customs, \$125,000; Pay ments, \$135,560 64; Balance, \$6,451,654 85. The business of the Galena and Chicago Railroad for the first week in May was:

Increuse..... #2.627 The revenue of the Baltimore and Ohio Railroad for April was as follows: | Main Stem. | Passengers | \$40,573 bit | Tonnage | 287,689 53 | Expenses | 2,501 lis | Molle. | 7,233 bit | Wash ton Br. \$23,291,25 7,256,62 1,125,66 1,000,00 Total....... #346,077 95 #38,762 #7 #21,307 54 

The following is a statement of the earnings of the Indianapolis and Cincinnati Railroad for the months of

Increase..... \$5,645 There were but 25 working days in April this year against 26 in the same month last year. Adding the one day more to April this year, the increase over the

same month last year would be \$7,000. The increase of earnings thus far in 1860 covers the interest upon the entire bonded debt of the Company. The appearances so far in May are that the present month will show a still larger increase than April over

the corresponding month of last year. We have nothing new in reference to the Money market. The same plethora exists which we have reported during the last few weeks, and sixty-day acceptances are readily passed at 5, and those of longer dates are negotiated at 51 \$\psi\$ cent. Single name paper, due in December, is current at 6 P cent for the best names. The Banks find difficulty in keeping up their lines, and one leading bank, on the last discount day, with \$200,000 receipts had only \$15,000 offered. Call loans

are without change. The business of the Clearing House to-day was \$25,-681,579. The Lehigh Valley Railroad Company declared a dividend of 4 P cent in stock, and 2 P cent in cash, payable on the 17th inst. The New-Jersey Central Railroad Company have directed a survey of a route from Elizabeth to Jersey City, over which they intend to extend their road. The point at which the road will cross Newark Bay is near the Light House, opposite Bergen Point. The depot will be located in the southern part of Jersey City, and the cove, making in between Communipaw and Jersey City will be filled in.

The annual meeting of the Stockholders of the New-Haven Railroad, took place yesterday at New-Haven. The meeting having been called to order by the President, Mr. Bulkley, the Secretary proceeded to read the minutes of the last meeting, which were accepted. The report of the Directors was then presented; but inasmuch as that document had been printed for the use of the Stockholders, the reading of it was dispensed with. The Directors set forth the earnings and expenses of the road for the past year (ending March 31, 1860), as follows:

Total..... BEPENSES. | EXPENSES | \$201,161 65 | For transportation expenses | \$201,00 65 | For repairs of road | 106,000 49 For repairs of road.

For repairs of equipment.

For feel, oil and waste.

For haulage by horse-power. Total..... Net earnings for the year......\$397,407 23

The above receipts exceed those of any previous year in which the road has been operated (except the year terminating March 31, 1857); and on deducting the interest paid on the bonds or funded debt of the Company, viz.: \$143,870 33, there would remain \$253,537—equivalent to nearly 81 per cent earned on the capital stock. The Directors, after giving a detailed statement of what has been accomplished during the past year in the way of purchasing a new engine, new cars and iron, re-laying the tracks, rebuilding bridges, and carrying out sundry improvements, remark that on the 29th of July last they declared a dividend to be paid on the 15th day of the following month, but that in consequence of an injunction being served upon the Company, they were prevented from paying the proposed dividend; that the litigation in which the Company has now been engaged for a period of nearly six years, arising out of the frauds of Robert Schuyler, amounting to \$2,000,000, is still slowly progressing before the Courts, and that no definite company gressing before the Courts, and that no definite opi an now be given as to the termination of the same.

The difficulties and embarrassments environing the The difficulties and embarrassments environing the corporation in 1854, after the flight of Robert Schuyler, having been mainly overcome or removed, and the Company having no floating debt, with a road, together with all its appurtenances, in good order, and being benefited by a largely increased and increasing business that will earn and pay regular dividends, and in addition allow the management to have the utmost confindence that the road will earn and pay regular dividends, and in addition allow the accumulation of a proper surplus fund for contingencies.

The Directors conclude their report by congratulating the stockholders on the present flourishing condition of their property.

ition of their property.

The President, at this stage of the proceedings, The President, at this single of the proceedings, amounted that if any of the stockholders desired information on any matter connected with the report he was prepared to give it; and in reply to a question as to the prospect of terminating the "omnibus suit" said that the case, on the part of the plaintiffs, had been closed, but on the part of the railroad company it had not yet been opened, and would not be until the 21st of the

Present month.

Mr. Homer of Boston inquired what legal expenses had been incurred by the company, and whether any money had been paid on account of legal advisors. present month. The President replied that legal advisers of the Board had been duly paid for; that the law expenses were included with the transportation expenses, and

paid along with them. A stockholder, whose name was not learned, inquired whether the Company had any means of separating the-genuine from the fraudulent stock.

Mr. Bulkley replied that an expert had been en ployed for the purpose.

Another stockholder inquired whether there were

any other suits pending against the Company.

Mr. Bulkley, in reply, stated that the last claim against the Company on account of the Norwalk disaster, had just been disposed of, by a verdict of \$800 against the Company.

Mr. L. T. Bennett offered a resolution that, hereafter, the Directors shall keep and present a dis

account of all legal expenses incurred; and that, with the next annual report, shall be presented a statement of the various amounts that have been paid for legal services since the issue of the fraudulent stock by Mr. Mr. Dow offered a series of resolutions, to the effect Mr. Dow offered a series of resolutions, to the effect that the furnishing of wood, coal, lumber, iron, &c., to the Company be open to competition. Also, that the Directors be required to enter in a book to be kept for that purpose an account of all the wood, coal, oil, waste, &c., with the price paid for the same, and the names of the parties from whom such purchases may be made; and that the book be accessible to the inspection of the stockholders at least one day in each month. This course he considered due to the stockholders, who had a right to know whether there was any collusion and unfairness resorted to in the matter. The resolutions were voted down, and laid on the table.

Dr. Meyerst offered a resolution in layer of allowing

Dr. Merrett offered a resolution in favor of allowing those gentlemen who were about to attend the meeting of the American Medical Association at New-Haven, to be carried over the road at half price. After consid-

to be carried over the road at half price. After considerable discussion on the subject, the matter was referred to the Board of Directors with power.

A petition was presented from about 20 members of the Connecticut Legislature, residing along the line of the New-Haven Radroad, for an early train from Port Chester and back in the evening, in order to give them an opportunity of daily returning to their respective home for the night. This matter was also referred to

he Board with power.

Mr. Homer offered a few remarks in opposition to the policy of the Directors in loaning money at 5½ per cent, and borrowing at the rate of 7 per cent. He thought it would be much better to pay off all the bends as first as possible, and avoid the payment of interest thereon; after that had been accomplished

interest thereon; after that had been accomplished then pay dividends to the stockholders.

On motion, it was resolved that the next annual meeting be held in New-Haven on the second Tue-day in May, 1861; also, that Henry White be the auditor the ensuing year.

The meeting then proceeded to ballot for Directors for the ensuing year, and resulted in the reflection of all the present incumbents, as follows: Justus R. Buikley, George N. Müller, Abraham R. Van Nest, George B. Carbart, Dennis Kimberly, John Bradley, John W. Leeds, Jonathan Godfrey, Erastus C. Scranton.

The general Dry Goods trade for the week has not been large, but that for export has been satisfactory. The distribution of goods to the West has changed within the last few years; the country merchants of 1857 have been succeeded to a great extent by another class, who make their purchases and sell their goods for eash. They absorb the currency, so that little is remitted on old debts, but a safe and profitable trade is secured to the interior distributing houses of Chicago, St. Louis, &c., where they generally get their supplies. Their purchases are necessarily limited in amount, but being continuous, the aggregate for the season is large. This demand contributed toward the reduction of the stocks last year, and without it we should not have

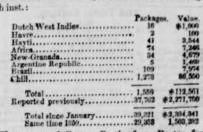
Western produce, it is supposed that it will, during the Total by all Routes, May 10.—14,936 bbls. Flour, 2,766 bosh, Corn. 6,565 do. Wheet, 1,307 phys. Provisions, 207 do. Whishy, 147 do Ashes.

season, open in greater volume, and compensate for the dullness of the past few months.

Printing Cloths are firm and more active, and rinters find it difficult to obtain the higher counts at revious prices. Bleached Cottons are without much hange for regular makes, but irregular styles are dull of sale.

The heavy goods market cannot stand the conprice-as the shipments are nearly equal to the proluction-without taking in consideration the usual demand for home consumption-and we should not be surprised to see all classes of export styles of heavy Cotton goods 4c. W yard higher than at present. We would advise our manufacturing friends, however, to meet the buyers freely and not disturb the operations of that trade which at present operates so advantageously.

We annex our usual summary of the exports of domestic cottons from this port, for the week ending the



The export of Cotton Goods from Boston for the menth ending April 30, as reported by the Shipping



Woolens are withouth much movement; indeed, with the exception of a demand for low black Satinets, the market has been characterized by great inactivity. We expect, however, during next month to record more activity.

Foreign goods are in better request, and there is more tone to the market, but the future is not of sufficient promise to invite increased shipments, particularly as the foreign markets are enjoying a good degree of prosperity in their trade with the East Indies and other portions of the world, where markets have been more recently opened to English enterprise.

Annexed is a statement of the New-Orleans Banks

Loans. \$5,100,119 1,481,174 2,600,816 1,333,926 1,573,371 1,305,700 230,443 1,219,245 842,100 1,000,966	Specie. #3,416,840 1,001,902 1,601,909 2,927,821 410,159 802,929 318,283 563,087 225,370 195,208	Circulation. \$5,069,515 1,375,705 1,022,704 2,519,400 320,960 611,785 203,500 535,555 494,140 268,700	Depositz. \$4,847,079 1,000,082 3,249,683 4,869,930 945,179 1,302,119 366,675 1,095,104 603,201 433,288 1,265,694
1,251,004	500,000	299,010	1,000,000
	Loans. \$5,100,119 1,481,174 2,600,816 1,573,371 1,505,700 230,443 1,219,245 842,180	\$3.180.119 \$3.416.840 1.481.174 1.001.902 2.600.816 1.601.929 2.827.921 410.149 1.573.371 410.149 230.443 318.23 1.219.245 563.067 842.180 222.370 1.080.966 125.508	Loans. Specie. Circulation. 5,100,119 #8,569,345 48,569,345 41,481,174 1,001,962 1,375,705 2,690,816 1,601,969 1,022,704 1,363,969 410,1363,700 802,929 611,755 320,443 318,233 263,560 1219,245 563,667 335,556 424,2160 225,370 435,700

Total...... #21,485,974 #11,901,212 #12,783,749 #19,574,555 The following table exhibits the respective amounts f exchange held by the various banks, and also the sums due to distant banks, the latter being comprised

in the table of deposits, as shown above: \$554,719 248,076 256,830 218,658 65,697 181,982 665,928 318,286 33,386 128,576 10,516 Total..... \$7,677,126

As compared with the statement of the previous week, the results are as follows:

The New-Orleans Delta of Sunday says: The Next-Orleans Detta of Sunday says:

The financial movement to-day has disclosed no important change of any kind on the previous report.

Exchange is exceedingly buoyant, and the tendency all round is in favor of drawers. Offerings both of foreign and domestic show no increase whatever, but the demand exhibits greater activity, and the market closes in favor of sellers. We quote as follows:

Bill of Lading Drafts 3 789 and 81 9 cent prem. France 5.12 75.181 9 dollar. Sixty-day Bills on the North. [77] and 11 9 cent dis. Sight 17 2 cent prem.

 
 Ordinary
 73
 74
 74

 Aiddiling
 113
 111
 111

 Middling Fair
 12i
 12i
 13i

 Fair
 12i
 12i
 13i

 Fair
 12i
 12i
 13i
 COFFEE—The sales are very moderate, as follows: 60 Rio at, 35c. and 160 Mancaibe on private terms. SUGARS are in the buyer's favor and quire dull; sales of 129 this, Ports Rico at "Artic., and 255 bhds. Cuba at 6107 ic. Re-

ned ore steady.

MOLASSES is firm; sales of New-Orleans at 50c.

MOLASSES is firm; sales of New-Orleans at 50c.

RICE—The demand is good at full prices; sales of 326 tcs. at 42 ± 4 50 ₱ 100 fb.

SPICES—We hear of sales of 150 bags Pepper at 8 † 28 ± 6.

HIDES are steady, and moderately active; sales of 4,000 Texas [11] c. 2,400 Orlinoto at 23 ± c., and 1,000 Central American at

ell DFS are steady, and moderately active; sales of 4,000 Texas Bile. 2,400 Orinoco at 23\cdot 20, and 1,000 Central American at c. all 6 mes.

o. all 6 mes.

o. all 6 mes.

Av AL STORES generally are quite dull, in consequence of arrival of a numerous little fleet from Southern ports, all of the, owing to more flowers are supercharged by Spirits Turpoutine and more Bodin, which have been offered freely at current rates; burses are sky perchasers, in anticipation of a decline is ces. We bear, therefore, of sales of only 1,000 bbls. common to stat 4:157; \$\phi\$ 200 in attest 4; blevered by highes, and 200 No. 2 Rosin at 4:157; \$\phi\$ 210 in a stack, with only a moderate business as in Clover at \$\vec{a}\vec{a}\vec{b}\vec{c}\vec{